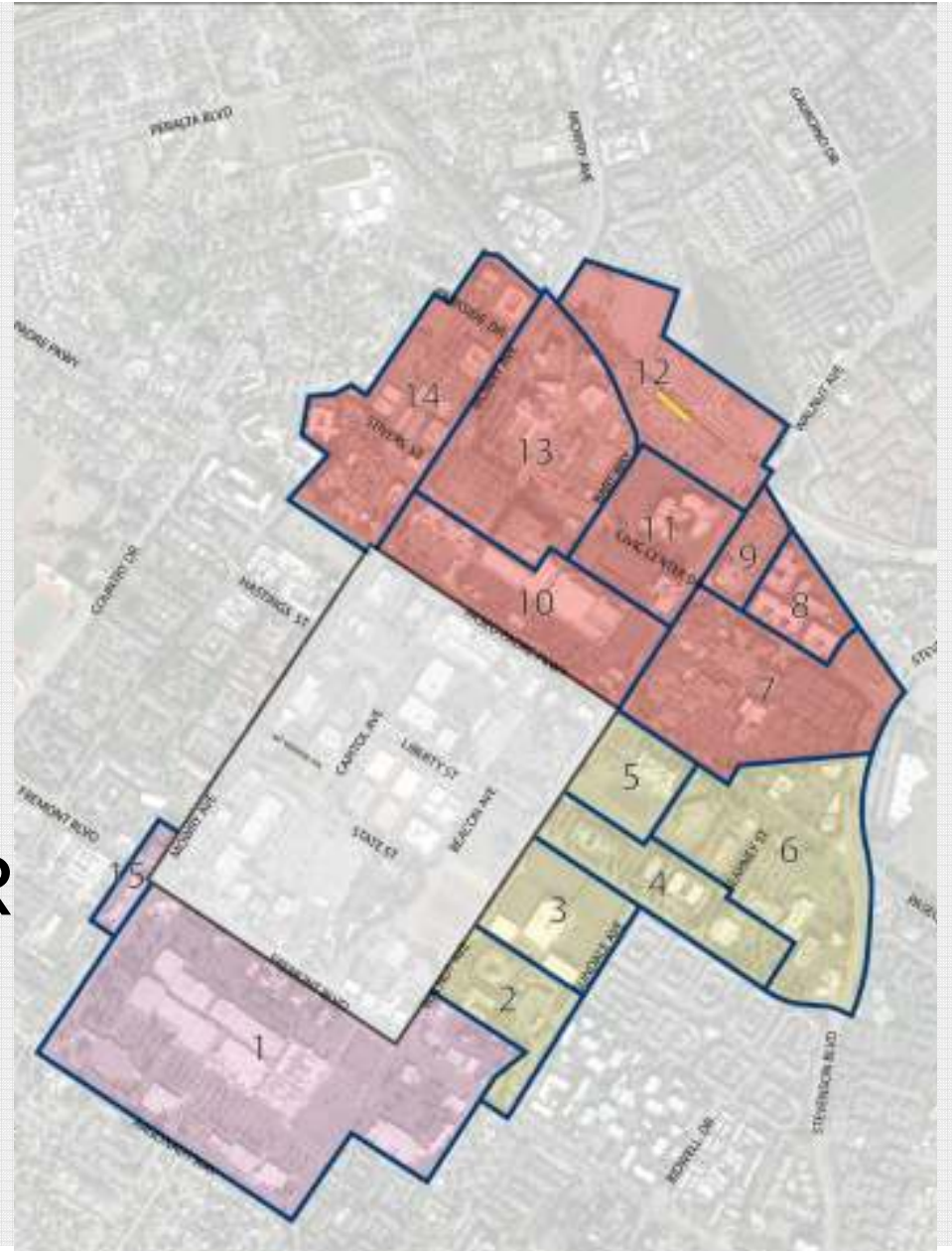


City Council Meeting

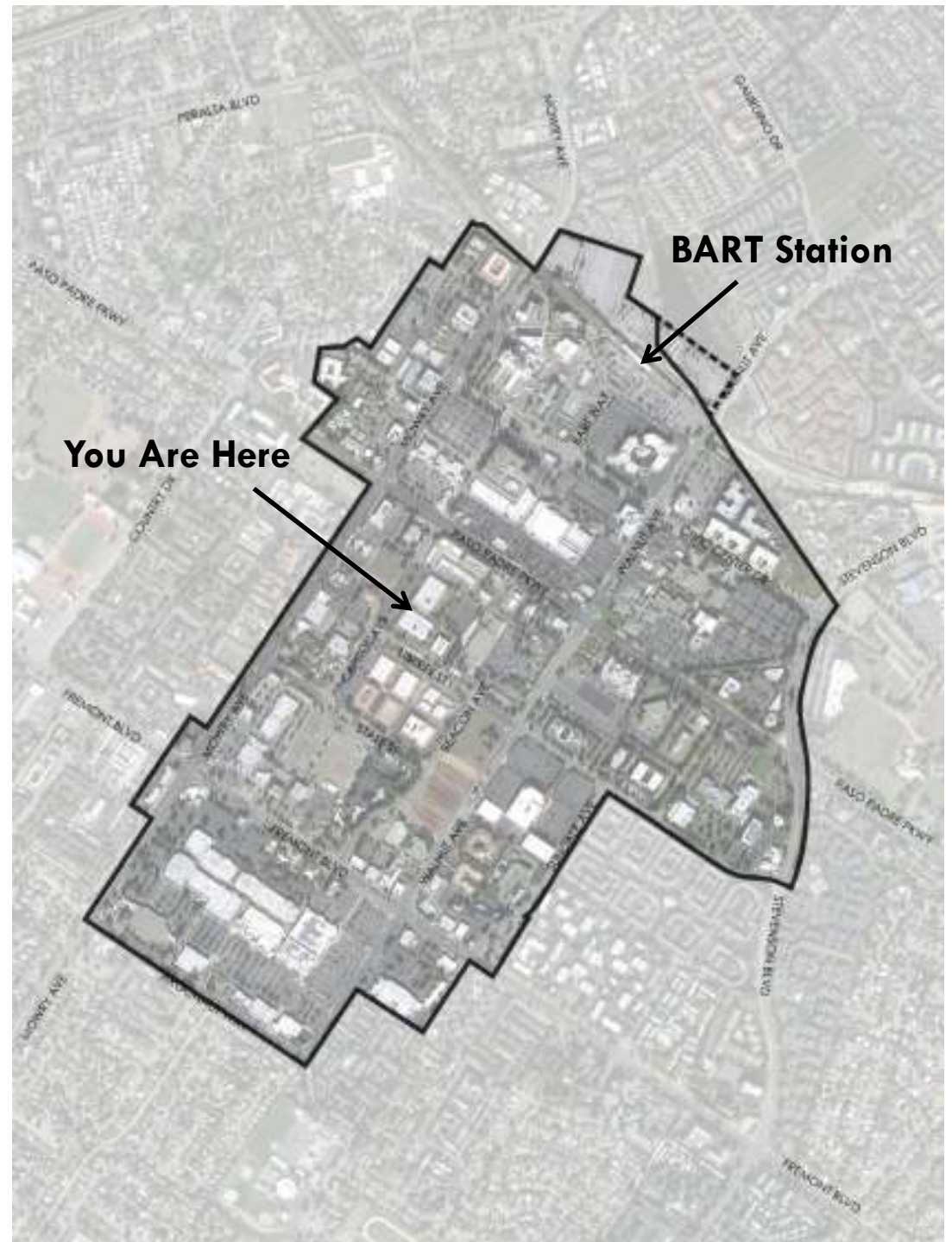
February 12, 2012

FREMONT CITY CENTER PRECISE PLAN + FORM-BASED CODE



City Center Plan Area

- Contiguous with City Center Land Use Designation (*but excludes Downtown Plan Area*)
- Priority Development Area
- Approximately 320 acres (not including 110 acres in Downtown)



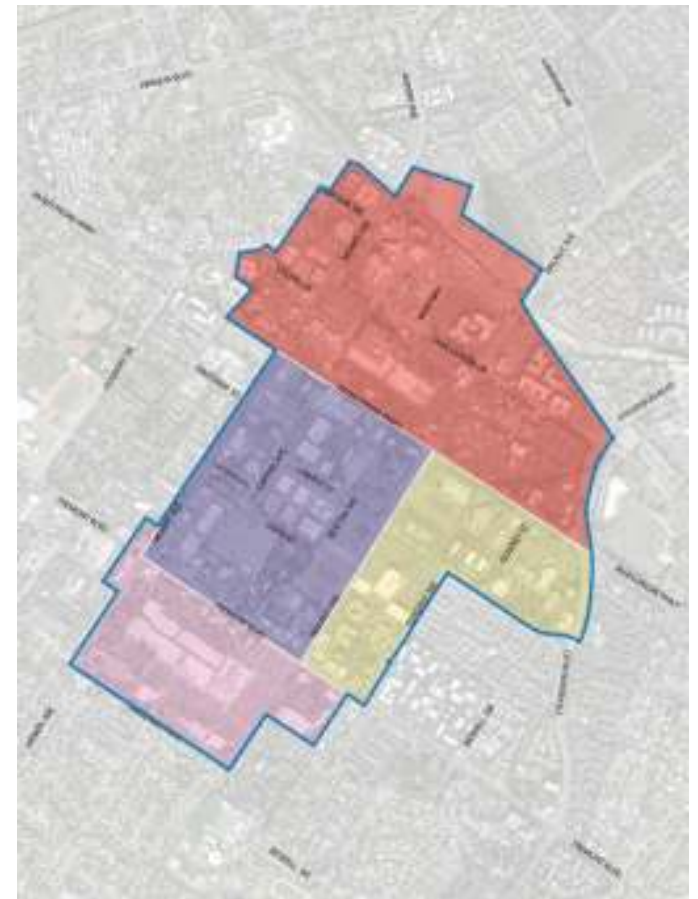
General Plan Vision

“Fremont will serve as a national model of how an auto-oriented suburb can evolve into a sustainable, strategically urban, modern city.”

- Vision Statement for Fremont General Plan 2030

“The area was envisioned as Fremont’s downtown more than 50 years ago. . . . Looking forward, City Center will become more urban in character, with more intense infill development and redevelopment, particularly within ½ mile of BART. Trees, sidewalks, benches, plazas, public art and other amenities [will] make the streets pedestrian-friendly. While the City Center includes local-serving uses, it is envisioned primarily as a regional commercial center, employment center, and entertainment and cultural center. The designation also accommodates mid to high-rise residential projects and mixed use projects incorporating housing above non-residential uses. ”

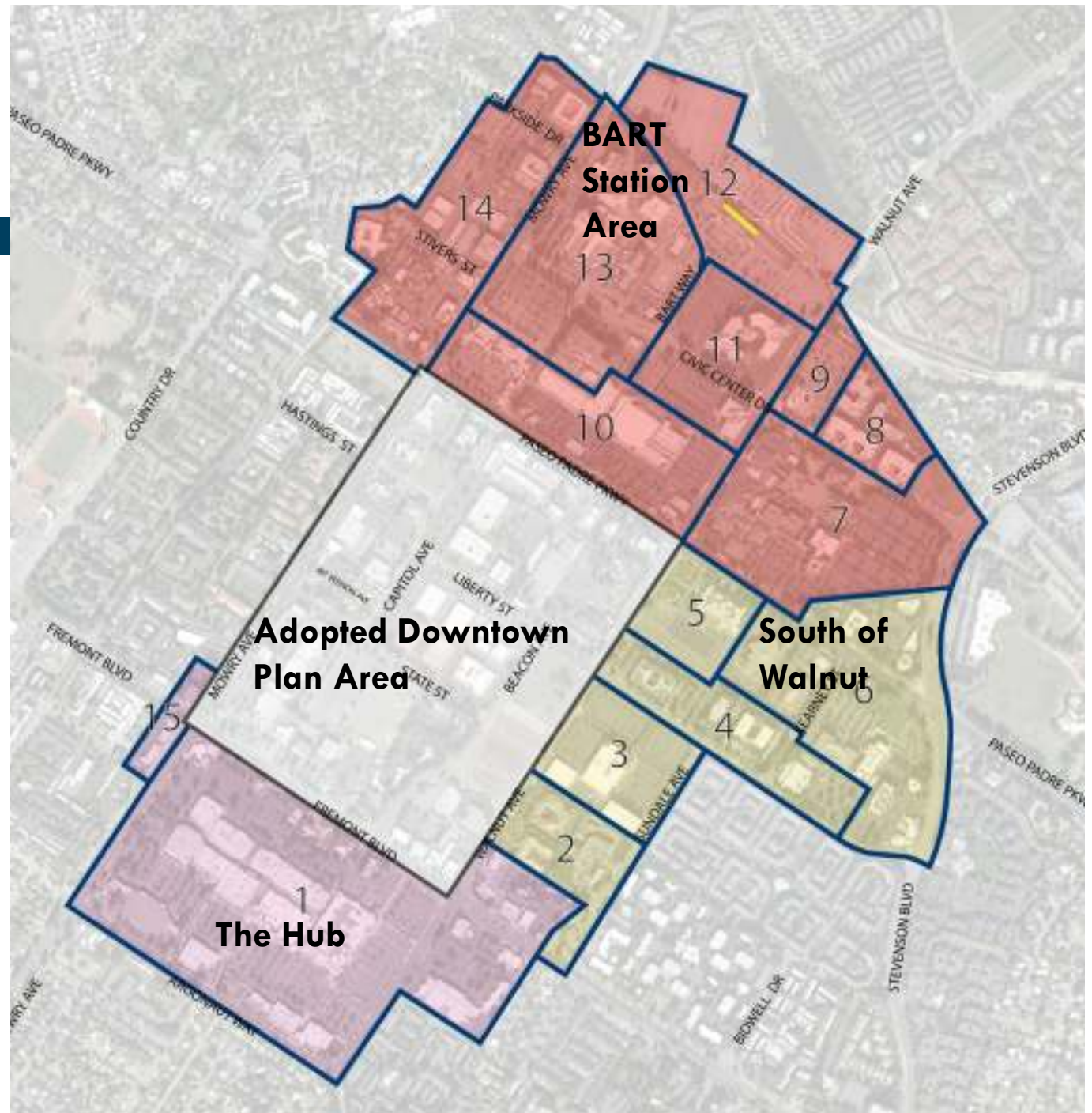
- City Center Land Use Designation, General Plan 2030



Recommended Transformation Strategies

- 
1. Create a walkable, bikeable, transit-oriented City Center with strong sense of place
 2. Set long-term vision; stay flexible and opportunistic in short-medium term
 3. Leverage employment and visitor populations
 4. Increase housing supply
 5. Complete the network of multi-modal streets and pedestrian-scale blocks
 6. Focus on Downtown for most near-term opportunities
 7. Strengthen connections between BART and Downtown
 8. Improve key intersections/gateways along Downtown edges
 9. Insert urban open spaces along with urban streets as areas transition
 10. Create a comprehensive strategy for district-wide parking management
 11. Work with BART, hospitals, and retailers to improve public space over time

City Center Sub-Areas



Hub Area

(Sub-Areas 1 and 15)

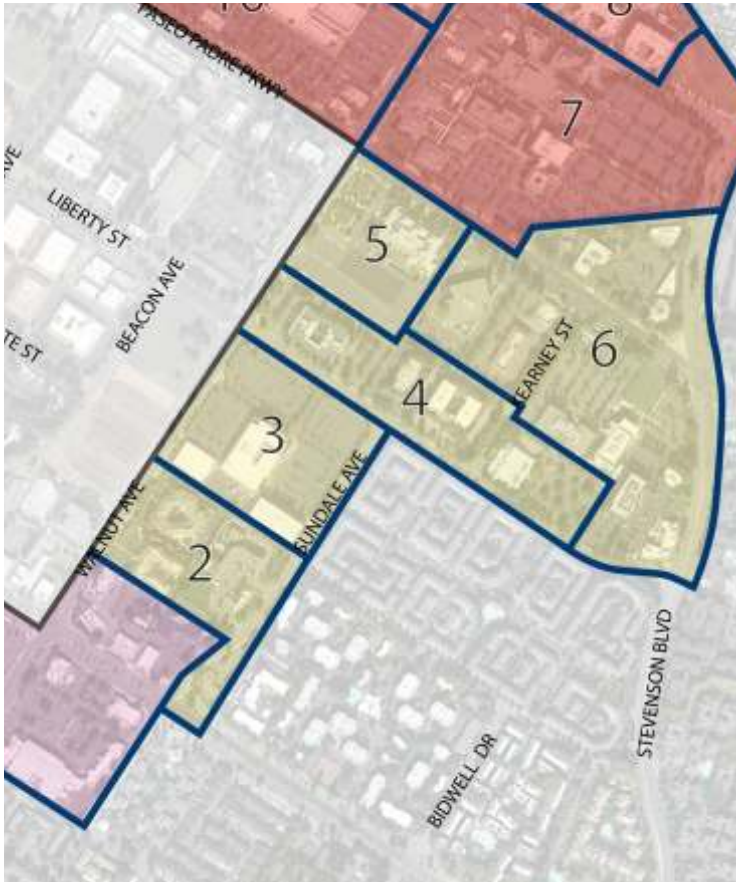


- **Intent:** Allow continued shopping center use but improve urban walkability, and consider introducing additional commercial along edges and multi-family residential if the site redevelops
- **Range of Intensities:** 2-6 stories
- **Additional Direction:**
 - Support and reinforce Downtown
 - Consider “Floating Zone” for Form-Based Code purposes



South Walnut Area

(Sub-Areas 2-6)



- **Intent:** Continue broad mix of uses while creating a more urban neighborhood through opportunistic infill, frontage/streetscape improvements, and additional medium-density residential.
- **Range of Intensities:** 2-6 stories
- **Additional Direction:**
 - Support and reinforce Downtown
 - Transition Liberty Street into a walkable, 2-lane connection into downtown
 - Consider multi-modal improvements to Walnut Avenue, including narrowing, on-street parking, and better pedestrian crossings and bicycle facilities



BART Station Area

(Sub-Areas 7-14)



- **Intent:** Create a “front door” to Fremont, leveraging large employment uses and increased BART Station usage to create a transit-oriented, compact, mixed-use, walkable urban area with multiple links to Downtown.
- **Range of Intensities:** 4-12 stories
- **Additional Direction:**
 - Improve BART Plaza
 - High density housing on BART property
 - Work with Washington Hospital to improve streetscape and urban edge
 - Improve Gateway Plaza pedestrian connections
 - Narrow and beautify Civic Center Drive

BART Station Area (continued)

(Sub-Areas 7-14)



■ Additional Direction (continued):

- Capitalize on Tule Pond proximity
- Connect to neighborhoods on eastern edge
- Improve linkages to Central Park and Library



Blocks and Streets

1. Multimodal “complete” streets
2. Wide sidewalks
3. Improved crossings
4. New connections (bike/ped/vehicle)

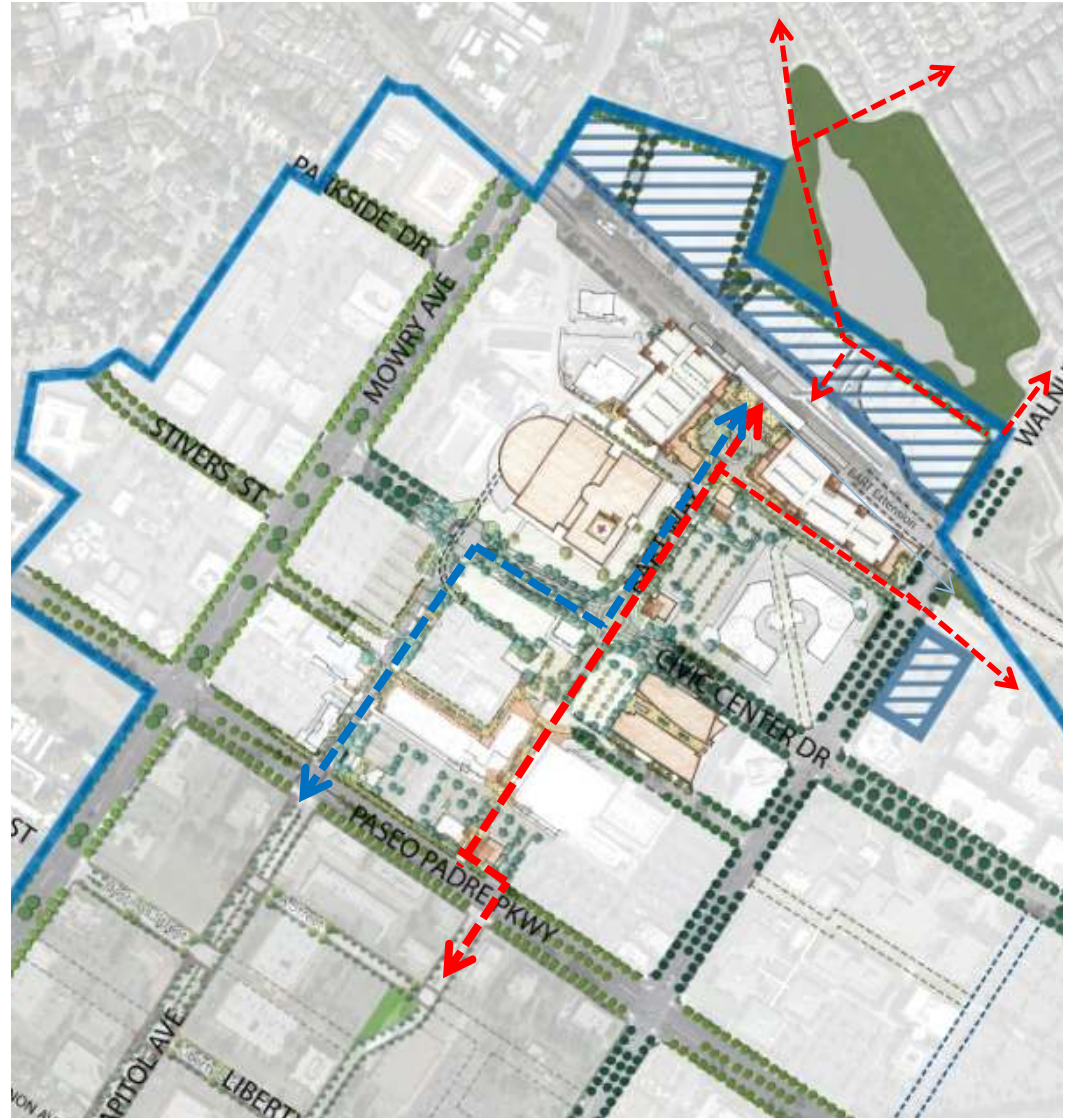


Traffic Calming and Pedestrian Improvements



Link BART to Downtown

- BART plaza and access
- TOD at BART
- Washington Hospital improvements
- Pedestrian connection through Gateway Plaza and to east
- Streetscape improvements
- Street crossing improvements



Link Hub to Downtown

- HUB-to-BART spine along Capitol
- Connection across Fremont Blvd.
- Streetscape improvements
- Pedestrian crossing improvements
- Hub improvements and increased intensity over long-term



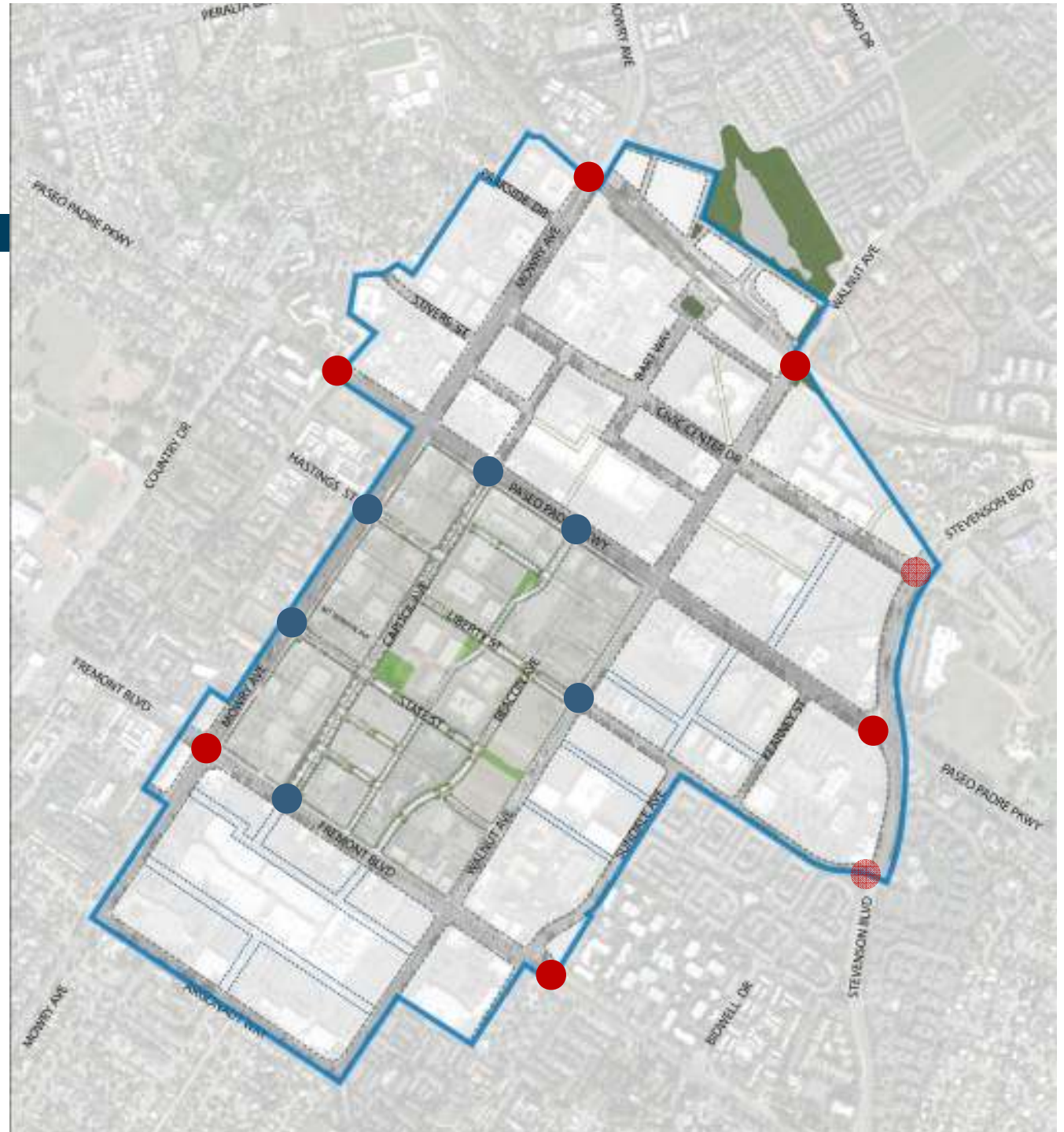
Frontage and Streetscape Improvements



Gateways



- City Center Primary
- City Center Secondary
- Downtown





Questions? Comments?